

PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 789C  
(Trestle "C")  
11 miles west of Corrine  
Corrine Vicinity  
Box Elder County  
Utah

HAER No. UT-64-C

HAER  
UTAH  
2-CORR.V,  
1C-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Rocky Mountain Regional Office  
Department of the Interior  
P.O. Box 25287  
Denver, Colorado 80225

# HISTORIC AMERICAN ENGINEERING RECORD

## PROMONTORY ROUTE RAILROAD TRESTLES, TRESTLE 789C (TRESTLE "C") (HAER No. UT-64-C)

HAER  
UTAH  
2 - COR. 1, V.  
1C -

**Location:** UTM: 12/390080/4605930

**Present Owner:** Southern Pacific Transportation Company, San Francisco

**Present Use:** The railroad grade and trestles are used as a Chevron Oil Company pipeline route and, in part, as a vehicular corridor. The trestles are to be demolished and replaced with earthen fill.

**Significance:** This trestle is one of many remaining Promontory Route railroad trestles which were originally part of the first transcontinental railroad route across the United States. These trestles represent a class of small utilitarian wooden trestles constructed throughout the country during the latter half of the 19th century.

### PART I. HISTORICAL INFORMATION

1. Date of construction: 1882
2. Railroad Structural Designation: 789C (at milepost 789.92)
3. Architect: Central Pacific Railroad Company
4. Original and subsequent owners: Central Pacific Railroad Company, 1882-1884; Southern Pacific Transportation Company, 1884-present
5. Builders, contractors, suppliers: Central Pacific Railroad Company
6. Original plans and construction: Unknown
7. Alterations and additions: cap beams installed, 1930; stringers installed, 1938; tieplated, 1938; ties replaced, 1941
8. Comments: The 1920 and 1941 Bridge Inspection Books<sup>1</sup> describe this trestle as an open deck structure measuring 10 feet long with three 8-by-18-inch stringers and four-pile bents of untreated wood. It is six feet high to the bottom of rail. In 1930 an unknown number of cap beams were replaced; in 1938 stringers were replaced and tie plating was done; in 1941 ties were replaced. It was pronounced in good condition in 1941.

## PART II. ARCHITECTURAL INFORMATION

This is another very small single span wooden framed trestle. It measures 11 feet 2 inches long and is 3 feet 6 inches high from water to bottom of rail. Similar to trestle "B" the four-post bents barely rise above the water to support the 12-by-12-inch cap beam. The bent posts measure 10-by-12-inches in size. Two sets of two large stringers rest on the two end cap beams and they, in turn, support the ties. The use of four-post bents for support suggests that only "light-loading" (use of E-45 locomotives) of the trestle was proposed.<sup>2</sup>

Heavy grass and water obscured parts of the low lying bulkheads, but at each end of the trestle the wings flare at about a 45 degree angle. The bulkheads beneath the deck are supported by the four-post bents and the 2-by-12-inch boards on the bulkhead wings are supported by one or more 8-by-10-inch squared posts. An interesting architectural variation occurs on these bulkhead wings. There is a 4-by-10-inch board laid flat atop each bulkhead wall, presumably to help curb additional erosion.

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1. Southern Pacific Transportation Company, Salt Lake Division, Bridge Inspection Books 1920 and 1941. On file at the Southern Pacific Transportation Company, San Francisco, California.
  2. Walter Loring Webb, *Railroad Construction, Theory and Practice*, New York: John Wiley & Sons, Inc., p. 210.

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Location of Trestle 789C ("C"). Taken from: USGS Public Shooting Grounds, Utah  
 Quadrangle 7.5' (1972).